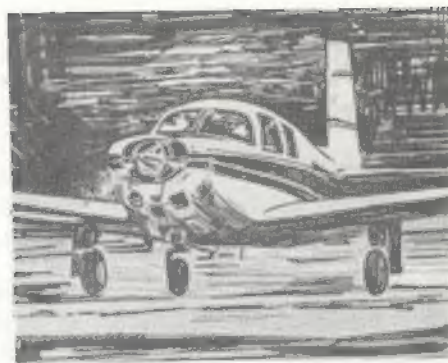


Montana and the Sky



Vol. 31, No. 5

MONTANA AERONAUTICS DIVISION

May, 1980

FIRC

The Montana Aeronautics Division hosted their annual Flight Instructor Refresher Course on March 7, 8 and 9, 1980.

A record number of 43 certified flight instructors attended the course, which was held in Helena at the Coach House East.

For the first time the Division hired Gorak Aviation Instructor Teaching Seminars (GAITS) of Milwaukee, Wisconsin, an FAA approved CFI Refresher Course. Greg Gorak proved to be an outstanding teacher (as confirmed by the many comments contained in the critique sheets).



GAITS instructor, Greg Gorak, at the 1980 FIRC.

The GAITS Seminar included lectures touching on FAR 91 and 61, flight maneuvers, attitude flying, approach plates, and wind shear to name a few. Practical workshops were also incorporated into the three-day scheduling.

A total of 12 checkrides were provided by the Aeronautics Division to those CFI's who required them.

By the response of the flight instructors we undoubtedly will look to GAITS next year for our FIRC. We appreciate the cooperation, helpful suggestions, and enthusiasm of all you flight instructors who attended this year's course.

GA Accidents

The National Transportation Safety Board reported that 23 of 300 general aviation accidents that occurred during 1979 involved fuel starvation or fuel exhaustion in its recently released *Aircraft Accident Reports, Brief Format, U.S. Civil Aviation, Issue Number 4 of 1979 Accidents*. Copies of the report may be obtained from the National Technical Information Service, U.S. Department of Commerce, Springfield, VA. 22151.



A record number of 52 flight instructors signed up for the FIRC which took place March 7 to 9.

Administrator's Column

We were pleased to receive word from the White House that the communities of Glasgow, Glendive, Wolf Point, Miles City, Havre, Lewistown and Sidney, Montana and Williston and Dickinson, North Dakota have been selected for a special pilot program for improved air service. Five federal agencies agreed to participate in a program which would develop air service in small communities throughout the nation. On behalf of the communities, the Governor and the Montana Aeronautics Board, filed with the White House the T.A.P. Study that had been completed for these communities which proposed a linear route system between Billings and Bismarck.

We believe that the route as proposed by Big Sky in their replacement carrier application to the CAB can be expanded to include Dickinson and conform exactly to the proposal made by the communities.

★ ★ ★ ★

The Montana Aeronautics Board met in Great Falls on May 14 and 15 at the International Airport. We were pleased to be invited by the airport management to tour the U.S. Customs Entry and new Flight Service Station facilities. The Airport Authority and the Air Transportation Committee of the Great Falls Chamber of Commerce made presentations to the Aeronautics Board. On behalf of the Board and the Division we give a hearty thanks to Great Falls for their hospitality.

★ ★ ★ ★

In connection with the replacement carrier issue for the Montana/North Dakota routes, Big Sky Airlines appeared before the North Dakota Aeronautics Commission on May 2 to be heard on their application for a North Dakota Certificate of Public Convenience and Necessity.

Although RealWest Airlines opposed the Dickinson portion of Big Sky's requested route authority, the North Dakota Aeronautics Commission ruled favorably by granting Big Sky the authority to fly the entire route system requested.

★ ★ ★ ★

We're sad to see Sam Griggs, Supervisor of our Aviation and Space Education program, leave the Division. Sam has accepted a position with the Oregon Division of Aeronautics located in Salem. We will miss Sam and wish him the best of luck in his new position. (See pictures on page 6.)

★ ★ Job Announcement ★ ★

The Montana Aeronautics Division has an opening for the Chief of the Safety and Education Bureau. This position is a Grade 16, \$18,393 per year. The basic duties and responsibilities include fostering and promoting the improvement of safety in aviation through educational programs; providing consultant services to schools and colleges in curriculum planning; conducting workshops, conferences and seminars for teachers, school officials, flight instructors, aviation mechanics, and mountain search pilots; coordination and direction of all aerial searches within the state. Applicant must have considerable knowledge of a specific discipline or education program; commercial pilot certificate, multi-engine, instrument, ground and flight instructor ratings, mountain flying experience, and college degree in area of specialization or any equivalent combination of education and experience. Please send resumes to our office no later than May 23, 1980.



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Creative Press

4th Annual Rocky Mountain Balloon Race

The Fourth Annual Rocky Mountain Balloon Race will be held on June 6, 7, and 8, 1980, in Billings.

Approximately 30 to 35 balloons from Montana, Colorado, Wyoming, Idaho, Washington, North Dakota and the Canadian provinces will be on hand for the event. Each one of these balloonists are sponsored by a Billings business.

The launch site itself will be in the field to the south of the Ramada Inn. Balloons will be launched Friday and Saturday in the morning at 6:30 a.m. and later in the afternoon at 5:00 p.m. There will also be a Sunday morning launch at 7:00 a.m.

All flights will be 1½ to 2 hours in length. Landing sites will be determined by the wind direction.

Prizes and trophies will be awarded during the weekend. One competing balloonist will be the recipient of a new balloon valued at \$8,000.

An arts and crafts display will be at the Ramada Inn throughout the weekend. Skydivers and hang-gliders are scheduled to be on hand Saturday.

According to Tom Barrow of the Rocky Mountain Balloon Port, the public is welcome to attend all of these events. For further details contact Tom in Billings at 259-1038.

FIRE!

A Montana forest or range fire is no place for sight-seeing by plane.

The Departments of Agriculture and Interior contract numerous light, medium and heavy fixed-wing and rotor wing aircraft to aid in fire suppression. During daylight hours any combination of these aircraft will be coordinated by an Air Attack Boss,

not necessarily limited to large fires.

In periods of extended dry weather and high temperature, the fire spread index is high enough to warrant automatic dispatches of helicopters and fixed-wing air tankers carrying fire retardant material. These large air tankers are usually accompanied by a light twin whose mission is to lead in the heavy, less maneuverable air tankers for their dropping runs.

Pilots of both the air tanker and lead plane are concentrating heavily on the fire and communicating between themselves on a discrete frequency (AIM Part I). The lead plane will also be receiving instruction about the next drop from the Air Attack Boss who may be in the air in a helicopter, positioned for the best observation and radio communication with the Fire Boss.

Normally these large air tankers are assigned to orbit a minimum of 2,500 feet above the highest terrain. The lead plane will be in and out of various altitudes while sizing up the air and terrain obstructions before leading in another tanker drop. Some fires may offer terrain separation and air space for maneuvering. It would not be uncommon for the Air Attack Boss to assign his fixed-wing tankers and helicopters equipped with water buckets and retardant tanks to dropping missions at the same time.

Consequently, air space full of heavy smoke, turbulence and many other aircraft on discrete frequencies is not the place for the casual onlooker. It becomes necessary for the Air Attack Boss to ask for a temporary air closure above the fire, usually 2,000 to 4,000 feet AGL and extending in a radius of sufficient miles to insure a safe air space. A Notice to Airmen (NOTAM) is authorized under FAR 91.91 and an Air Space Closure is established to prevent unsafe congestion over the fire.



Editor's Note: I appreciate the cooperation of Jim Scofield, Helicopter Operations Specialist, U.S. Forest Service, in providing the above information.

Here's Pat!



When you call, Pat Meyer, Secretary for the Division, will usually answer the phone, field questions and direct you to the proper party.

Short on Fuel

Are you going to Washington state? We were recently contacted by the Washington Aeronautics Division advising us that a large majority of the fixed base operators in the state are out of avgas. They are recommending that all pilots planning a trip to the state of Washington call ahead and check on fuel availability.

450% Raise In GA User Fees

The House Budget Committee submitted a proposal the end of March to the full House that would raise general aviation user fees at least 450 percent by fiscal 1982. The increase would be from a current \$100 million in fuel and related taxes to \$350 million in fiscal 1981 and \$550 million in 1982. A General Aviation Manufacturers Association spokesman stated that, "it is an extraordinary situation that in a budget-cutting environment the general aviation industry emerges as the only industry for which a tax increase has been proposed."

(Business Aviation)

Spring Airport Maintenance



By: Ted Mathis
Yellowstone Airport Manager

With summer almost here, it's time to get out and spruce up your local airport. Flying clubs, pilot and civic organizations can often be enlisted to help out on such a project.

Here are some maintenance items which may need attention on your airport.

1. If your airport is paved, check for and repair any pot holes or cracks that may have appeared. How about the runway markings, could they use a coat of paint?

If you have a turf or stabilized runway, now is the time to blade off those big clumps of grass, re-seed and roll the runway while there is still some moisture in the ground.

2. How does the wind sock look? If it's frayed and torn, now is the time to replace it. The Aeronautics Division sells bright orange 18, 24 and 36 inch diameter nylon windsocks for \$16.00, \$22.00 and \$26.00 respectively. Please measure the diameter before ordering. Oh yes, while you're at the wind standard, don't forget to grease the bearings and give the standard and segmented circle a coat of paint. If you have a lighted wind cone be sure to replace any burned out bulbs.

3. Snow plows can raise havoc with runway and taxiway lights. The Aeronautics Division carries a stock of parts for runway lights including bulbs for low, medium and high intensity fixtures. We also have retro-reflective markers for marking unlighted areas for night use and an assortment of beacon and VASI bulbs. Jerry Burrows, our Aviation Representative, will be happy to help you with your lighting equipment needs.

4. Tiedown areas seem to require a great deal of maintenance. Now is the time to check the anchors, replace the ropes or chains and paint them for easy recognition.

5. Winter takes it's toll on perimeter fences, gates and signs. Be sure to repair them.

6. How is your airport beacon working? When was the last time you changed the bulb, cleaned the lenses or oiled the motor? This is another important item on your spring maintenance list.

7. A general cleanup of weeds and trash does a great deal to beautify the airport.

Your airport is the front door to your community. Why not do your part to keep it looking good and operating properly?



Be sure to replace those windsocks that are worn.



If your runway lights look like this, they definately need some repair.



When was the last time your airport beacon was serviced?



Repair cracks and pot holes on paved surfaces and repaint the runway markings.



Is this your windsock?

CONGRATULATIONS!

FAA Certificates Issued Recently to Pilots

PRIVATE

Dottie D. Friede, Chinook
Roderick S. Williams, Malta
Dean M. Barton, Kalispell
James R. Skranak, Libby
Jess T. Mickelson II, Missoula (Renewal)
Larry L. Suek, Great Falls
Jed R. Bichsel, Victor
Bret W. Holt, Lolo
Earl J. McEwen, Great Falls
Thomas A. Kimp, Hamilton
Norman F. Day, Butte
Douglas E. Willmore, Kalispell
Craig A. Mandeville, Bozeman
Raymond A. Ellison, Livingston
Ralph L. Johnson, Browning
David G. Stewart, Kalispell

Matthew E. Dooley, Polson
Ray P. Sroberts, Missoula
Kenneth M. Walsh, Twin Bridges
George P. Ambrose, Butte
Marvin M. Holas, Glendive
Michael P. Simpson, Shepherd
Darrell A. Ferreira, Billings
Joseph K. Kuzara, Roundup (Add IR)
John V. Viviano, Billings
Gregory E. Grissom, Billings
Kent P. Morehouse, Glasgow
John F. Anderson, Wise River
Paul R. Schulz, Billings
Donald R. Hecht, Lewistown
Dee M. Nobles, Billings
Donald D. Johnson, Billings
Dale R. Sanford, Laurel (Add IR)
John D. Turner, Billings
David D. Enebo, Glasgow (Add MEL)
Michael R. Sartorie, Billings (Add IR)
Joseph M. Dutton, Sand Springs (Add IR)

ATP

Robert W. Van Meter, East Helena
Donald S. Coons, Shelby (Renewal)
William R. Parker, Great Falls
John E. Drumheller, Bozeman (Add Instr.)
Timothy L. Linn, Bozeman (Add MEL)
Jonathan R. Potter, Belgrade
William C. Paullin, Kalispell (Renewal)
Ted H. Solomon, Havre

INSTRUCTOR

Stephen J. Cooney, Whitefish (Commercial & MEL)
Greg W. Rogerson, Whitefish (Private)
Bryon P. Sunwall, Froid (Renew)
Larry D. French, Wolf Point (Renew)
Mark S. Etchart, Glasgow (Reinst)
Timothy A. Thompson, Sidney (Ground—Adv & Instru)
Robert G. Sullivan, Billings (Basic Ground)
Jeffrey Bost, Billings (IR)
Michael H. Helvey, Busby (Add ME)
Glen A. White (Add I)
Michael R. Sartorie, Billings
James R. Stoltz, Billings (Add IR)
Zane K. Sullivan, Missoula (Private)
Franklin Kummerfeldt, Nashua (Renewal)
Dale E. Moul, Missoula
Lawrence D. Eck, Anaconda (Renewal)
Chester E.G. Severson, Kalispell (Reinstate)
Alfred C. Schultz, Great Falls
Thomas E. Marchwick, Belgrade (Private)
Jonathan R. Potter, Belgrade (Commercial)
Kenneth A. Baze, Butte
William C. Paullin, Kalispell (Renewal)

Auto Gas For Planes?

The FAA's National Aviation Facilities Experimental Center (NAFEC) has awarded a \$73,539 contract to the University of Michigan to study the feasibility of using automotive gasoline in small aircraft engines.

Specifically, NAFEC and University of Michigan researchers will try to determine if unleaded gasoline can be substituted for 80/87 octane avgas in carburated piston engines without harmful side effects when 80/87 avgas is not available, according to NAFEC project engineer Eric Becker. Of specific interest is whether automotive additives are compatible with aviation piston engines.

Following the first phase literature search and detailed study of the automotive fuels composition and characteristics, the FAA may request the University of Michigan researchers to select one or more promising automotive fuels for testing in a small aircraft engine provided by NAFEC.

Each candidate fuel will undergo endurance cyclic tests, among others, says Becker. Following each test sequence, the engine will be torn down for inspection and evaluation by the FAA and industry experts.

Summer Activities

With spring and summer approaching along comes many aviation activities such as airshows, fly-ins, contests, etc. Many aviators over the past years have been disappointed when they learned of an activity only after it had happened. To try to avoid this *Montana and the Sky* would appreciate receiving notice well in advance of your activities to share with others.

NOTICE

The White Sulphur Springs Airport is under construction and may be closed at times during the next four months (check NOTAMs).



Russ Etcitty and Jan Peccia represented the C.R. Anderson Grade School in their presentation of a plaque of appreciation to Sam Griggs, Supervisor, Aviation and Space Education, on his last day at the Montana Aeronautics Division.



The Aeronautics Division had a potluck for Sam on Friday, April 11, to wish him luck in his new position with the Division of Aeronautics in Oregon.

Calendar

May 23 to 25 - AOPA Weekend Ground Schools in Helena at Colonial Inn. Private/Commercial Pilot Written Exam Course and Instrument Rating/Instrument Flight Instructor Rating Written Examination Course. \$155 and \$175 respectively. Call toll free (800) 638-0853 for further information.

May 30 to June 1 - Flying Farmers Wyoming Convention, Crossroads Inn, Buffalo, WY

June 1 - Yellowstone Airport, West Yellowstone, re-opens for the season. Contact Ted Mathis (406) 449-2506 for further information.

June 1 - Flying Farmers Fly-in, Langhus Ranch.

June 6 to 8 - Fourth Annual Rocky Mountain Balloon Race, Billings. Contact Tom Barrow for further details, 259-1038. See article on pg. 3.

June 9 to 18 - Aerospace Teacher Workshop, Eastern Montana College, Billings.

June 9 to 18 - Aerospace Teacher Workshop, Montana State University, Bozeman.

June 9 to 13 - Aerospace Teacher Workshop, College of Great Falls, Butte.

June 13 & 14 - Montana Pilot's Association Convention, Billings.

June 16 to 27 - Aerospace Teacher Workshop, Carroll College, Helena.

June 19 to 21, 26 to 28 - Aerospace Teacher Workshop, Northern Montana College, Havre.

June 29 - Flying Farmers Queen Joan Wilson Fly-In, Moore.

July 13 - Terry Airport Dedication.

July 19 & 20 - 3rd Annual Beacon Star Antique Airfield Fly-in.

July 25, 26 & 27 - Schafer Meadows Fly-in.

August 3 to 8 - International Flying Farmers 35th Annual Convention, San Diego

Sept. 26 & 27 - North Dakota Flying Farmers Convention, Art Claire Motel, Devils Lake.

October 3 to 5 - Montana Flying Farmers Convention, Helena.

October 4 - Halloween Air Race.

Yellowstone Airport Opens June 1

The Yellowstone Airport located two miles north of West Yellowstone, Montana, will officially reopen for the 1980 season on June 1, 1980.

Western and Frontier Airlines will provide scheduled airline service to Yellowstone again this summer. Hertz, Avis and National Car Rental agents will operate from the terminal building, as will the Yellowstone Park Company which provides bus tours through the national park.

Yellowstone Aviation, the fixed base operator, offers both avgas and jet fuel, as well as flight instruction, charter and scenic flights.

The Airport will remain open throughout the summer and will close for the winter on October 1, 1980. Contact Ted Mathis at our office if you should have any further questions.

MAMA

By: Ted Mathis
Yellowstone Airport Manager

The Montana Airport Managers Association held their annual meeting on April 10 and 11 in Helena. Airport managers and board members from most of Montana's air carrier airports were in attendance. Airports represented at the meeting included Bozeman, Butte, Havre, Helena, Missoula, Great Falls, Wolf Point, Billings, Yellowstone, Lewistown, Sidney and Kalispell.

We were pleased to have four representatives from the FAA on hand to discuss airport problems and procedures. Max Bard, Chief of the Regional Airports Branch brought us up to date on pending legislation. Bill Moore, certification specialist spoke about airport certification and Wally Allen discussed security and FAR 107. Jaime Whelen of the Helena Airports District Office answered questions regarding airport construction projects.

The Aeronautics Division was represented by Administrator Mike Ferguson, who discussed Division problems and legislation on the state level.

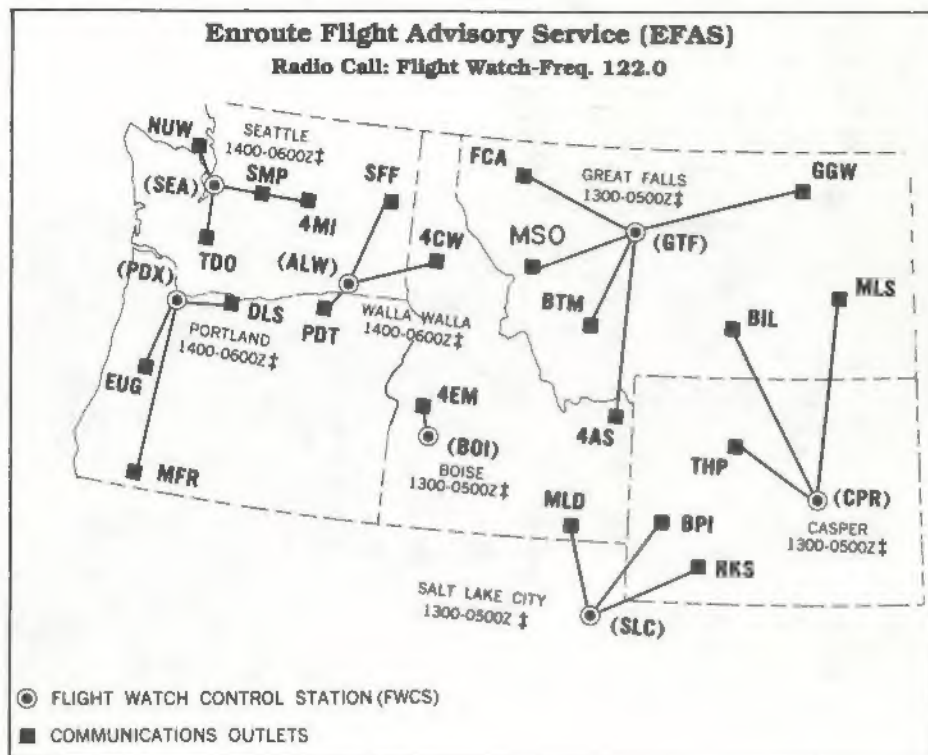
Officers for the next year are:
Gary Green, President
Dave Kneedler, Vice President
Angelo Petroni, Secretary
Board of Directors
Bill Utter
Ted Mathis
Bruce Putnam



Gary Green, Missoula Airport Manager, was elected President of the Montana Airport Managers Association at their recent meeting.

Regulations Operations of Aircraft as Set Forth by the United States Air Service - 1920

1. Don't take the machine into the air unless you are satisfied it will fly.
2. Never leave the ground with the motor leaking.
3. Don't turn sharp when taxiing. Instead of turning short, have someone lift the tail around.
4. When taking off, look at the ground and the air.
5. Never get out of a machine with the motor running until the pilot relieving you can reach the engine controls.
6. Pilots should carry hankies in a handy position to wipe off goggles.
7. Riding on the steps, wings or tail of a machine is prohibited.
8. In case the engine fails on take-off, land straight ahead regardless of obstacles.
9. No machine must taxi faster than a man can walk.
10. Do not trust altitude, especially on landing.
11. Learn to gauge altitude, especially on landing.
12. If you see another machine near you, get out of its way.
13. No two cadets should ever ride together in the same machine.
14. Never run motor so that blast will blow on other machines.
15. Before beginning a landing glide, see that no other machines are under you.
16. Hedge-hopping will not be tolerated.
17. No spins on back or tail slides will be indulged in as they unnecessarily strain the machine.
18. If flying against the wind, and you wish to turn and fly with the wind, don't make a sharp turn near the ground. You might crash.
19. Motors have been known to stop during a long glide. If pilot wishes to use motor for landing, he should open throttle.
20. Don't attempt to force machine onto ground with more than flying speed. The result is bouncing and ricocheting.
21. Pilots will not wear spurs while flying.
22. Do not use aeronautical gasoline in cars or motorcycles.





The FIRC was held at the Coach House East in Helena.

Pilot Aids

Montana Aeronautics Chart	\$2.00
Montana Airport Directory:	
Loose leaf binder	\$1.00
Insert	\$1.50
Annual Subscription to	
Montana and the Sky	\$2.00

2,500 copies of this public document were published at an estimated cost of \$.18 per copy, for a total cost of \$447.17, which included \$230.00 for printing and \$217.17 for distribution.

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE— "To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



May, 1980

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